GOVERNMENT OF INDIA
RAILWAYS
LOK SABHA

STARRED QUESTION NO:369
ANSWERED ON:18.04.2002
BUDGETARY PROVISION FOR RAILWAYS
BRAHMANAND MANDAL

Will the Minister of RAILWAYS be pleased to state:

(a) whether the budgetary support to Railways has declined during the last three years;

(b) if so, the reasons therefor;

(c) whether the Railway`s share in freight traffic has also declined during the last decade;

(d) if so, the reasons therefor;

(e) the Railway`s share in freight traffic during 2000-2001 as compared to 1991-1992; and

(f) the steps taken by the Government to increase the Railway`s share in freight traffic?

Answer

MINISTER OF RAILWAYS (SHRI NITISH KUMAR)

(a) to (f): A statement is laid on the Table of the Sabha.

STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (f) OF STARRED QUESTION NO. 369 BY SHRI BRAHMA NAND MANDAL TO BE ANSWERED IN LOK SABHA ON 18.4.2002 REGARDING BUDGETARY PROVISION FOR RAILWAYS

(a): No, Sir.

(b): Does not arise.

(c) to (f): Although definite data in respect of railway's share in transportation is not available, it is a fact that the railways market share has declined over the years. However, in absolute terms, freight traffic carried by the Railways has registered a steady growth as would be evident from the figures given below:-

Year	Originating Tonnage (in Million Tonnes)	Net Tonne Kilometres (NTKMs in millions)
1950-51	73.2	37565
1960-61	119.8	72333
1970-71	167.9	110696
1980-81	195.9	147652
1990-91	318.4	235785
2000-01	473.5	312371
2001-02 (Revised Estimates)	489	323072

Railways as a means of transport are most suitable to carry bulk traffic in train loads which is primarily offered by the core sector. Some of the factors for the decline in railway's market share are:

(i) the changing profile of the economy,

(ii) development of alternative modes of transport like coastal shipping and pipelines,

(iii) construction of power plants at pitheads ,

(iv) certain anomalies that have crept into the freight structure.

Railways, being fully conscious of the changing scenario, have been taking initiatives and evolve strategies not only to arrest the decline in market share but to bring about growth in railways share in transportation.

Freight Services

Strategy to augment capacity include:

- De-bottlenecking of the golden quadrilateral and its diagonals, which carry about 65% of the traffic and is saturated.
- Doubling of congested single line sections.
- Strengthening connectivity to Ports.
- Reducing speed differential between passenger and freight trains with introduction of high speed (100 kmph) wagons and retro- fitment on existing fleet of wagons to increase speed, thus making available extra line capacity.
- Progressive production of high horse power locomotives to enable running of freight trains at 100 kmph..
- Introducing automatic signalling on saturated sections.
- Strengthening of track infrastructure for introduction of high-speed wagons.

Together with increase in capacity, improvement in quality of service is also seen as an essential component to optimize market share. The initiatives taken in this direction include:

- Providing complete logistic solutions to clients through private participation in terminal management.
- Reduction of transit time.
- Strengthening of multi-modal infrastructure as international container traffic has been growing rapidly and is expected to grow further in future
- Freight operation information system to ensure on line tracking of cargo. Phase- I (Rake Management System) of the project has been completed and Phase-II on the Terminal Management System is expected to run up by 2003.
- Computerized simulation techniques are being developed as Long Range Decision Support System (LRDSS) to identify capacity constraints and determine specific needs for development of rail infrastructure.

In addition to above measures, initiative has also been taken to remove certain anomalies that have crept into the freight structure due to ad hoc changes in freight rate.